

IN THE RAILROAD WORLD

SANTA FE WILL
REDUCE TIME TO
LOS ANGELES

NEW FAST TRAIN WILL CUT SEVERAL HOURS FROM PRESENT SCHEDULE

WILL GET MAIL CONTRACTS

Lightning Service Would Mean a Million and a Quarter in Annual Revenue—All Western Roads Preparing to Engage in a Speed War—Keen Competition.

Within ten weeks—if the unofficial rumors emanating from Chicago are to be believed—the Santa Fe will install a new train service between Chicago and Los Angeles which will be a strictly mail and express train and which will maintain a higher rate of speed than any train now running on the Santa Fe or any other road between these two points.

A big speed war is now on between the western trunk lines which run between Chicago or Kansas City and the Pacific coast. The Burlington seems to have started it. This road, without any previous warning, a few days ago announced a cut of two hours in the running time between Chicago and Denver. This road even went further and announced its intention of running a train between Chicago and Puget Sound which would make the time between these two points in sixty-two hours, which is a remarkable time. This train will get most of the mail contracts for the northwest. This announcement caught the other roads unawares and now steps are being made by these roads to meet the time of the Burlington and prevent this road from getting all the big mail contracts from the government.

None of the roads have announced their intentions in this matter as yet. Last Thursday in Chicago the rumors of the Santa Fe's train which is to get the mail contracts for the southwest first gained circulation. According to reports the other roads immediately got together to formulate plans to prevent the Santa Fe from getting too much headway with her plans for a new train.

The chances are that the new Santa Fe train will start from Kansas City. The Santa Fe has a good fast mail service between Chicago and Kansas City in No. 7, which makes the fastest time of any of the two trains between these points. The new train could make connections with No. 7 at this place and continue the run to Los Angeles. Just what route it would take is not known, but it is more likely that the train would run over the new Belen cut-off, which has a

shorter mileage and fewer grades than the main line.

In a conference with one of the Harriman officials in Chicago last week, George T. Nicholson, third vice president of the Santa Fe, is said to have practically admitted that his company is considering the inauguration of the new train service and it would take place within a month. However, that is not considered likely as the new winter time card will not go into effect before the first of November, and the change if made at all would likely be made at that time. The present running time between Kansas City and Los Angeles is 60 hours in round figures on the fastest trains. This time will be reduced by six or eight hours, and it is likely that the new train will make this distance in something like 52 or 53 hours.

The new train service would make the Santa Fe richer by hundreds of thousands of dollars every year, in mail contracts. The mail of southern California would all be involved in the contracts which this new train would secure and this amount to about \$1,250,000 in annual revenue to the railroad. At present the Santa Fe has a portion of this mail, but the aggregate volume is divided between the Santa Fe, Rock Island and Southern Pacific. With the new train the Santa Fe would be in a position to handle all this mail.

Nothing definite is known about this train by the local Santa Fe officials. The proposed service hasn't been worked out in all its details as yet and no official announcement is likely for some time. But those who are in a position to know claim that the train is a certainty and that it will be making fast time to the coast within a very few weeks.

RAILROAD NOTES—

Fireman W. L. Scott is laying off a few trips.

Brakeman E. Ortiz has been called to Santa Fe by the illness of his wife.

Fireman Charles Spidel is laying off a few trips and H. Thomason will get his turn.

Conductor Will C. Hurt and wife have returned home from a visiting trip to Kansas.

Conductor W. E. Eastman is booked for an early trip back to his former home in Illinois.

Fireman J. B. Merritt has returned to the city from St. Louis, where he had been visiting relatives.

N. C. Smith, the division storekeeper here, has been sick about two days, but was reported as being nearly himself again last evening.

Herman Sweltzer, manager for the Harvey curio department in Albuquerque, has returned to that city from an extended visit east.

Porter Kimbrough took a lay-off and went down the line to Albuquerque yesterday. W. W. Martin is running in his stead for a few trips.

Engineer E. E. Bailey and Fireman G. C. Palmer took the \$14 to Albuquerque yesterday, where it will be used on the Rio Grande division.

The working hours of employees at the local railroad shops were again

reduced from ten to nine hours a day yesterday, the reduction in time to continue till otherwise ordered.

Clifford Trainer, the smoke artist on the 1217, has gone to Toltec, N. M., on a short visit, and it is expected that he will return with a better half.

Will Tripp, night call boy at the local roundhouse, is reported seriously ill with typhoid fever. His place as caller is being filled temporarily by Sidney Francisco.

Conductor John D. Notgrass dead-headed up to La Junta from Albuquerque on No. 10, running as No. 2 yesterday, and brought back the California limited today.

Conductor J. Council has been granted a thirty-day leave of absence and will take a trip east, possibly with a view of taking unto himself a helpmeet for life.

Conductors R. F. and Upton Hays deadheaded up from Albuquerque yesterday afternoon and went east on passenger runs with their crews, returning here today.

Mat Trevorton has gone to work in the bridge and building department of the Santa Fe after having been absent from the city for several months working at Vaughn, N. M.

Division Superintendent J. M. Kurn returned yesterday afternoon in his private car from points in California. He was accompanied by Mrs. Kurn on the trip and they came home by the northern route, fortunately.

C. F. Ringer, formerly substitute mail carrier in the local postoffice, but now a railway mail clerk working out of La Junta, is in the city and will sell his property on North Third street before returning to La Junta.

Jack Gibson, a lucky young man employed in the superintendent's office, drew the beautiful \$10 meerschaum pipe at Dally's curio store Monday. However, Mr. Gibson cannot now locate his pipe and has offered the handsome reward of \$5.00 for its return.

Word has been received in the city from Vaughn, N. M., that the division point of the Southwestern will be removed on October 1st from Duran to Vaughn, and at the same time the pipe line which is being built from Carrizozo to Vaughn will be completed.

R. B. Jones, a traveling passenger agent for the Pennsylvania lines, was in Las Vegas yesterday from Denver on his initial trip to this city. He has just succeeded W. F. Yeo in the position, the latter having been promoted to be a resident representative of the lines in Salt Lake City, Utah.

Two freight conductors went out on passenger runs yesterday. Conductor James Purcell taking out No. 1 in the afternoon and Conductor Harry L. Creswick going out on No. 9 in the evening. This was made necessary on account of a shortage in passenger crews, occasioned by extensive wash-outs on the line.

Announcement is made that the Chicago & Northwestern, the Harriman lines and the Rock Island system will meet the reduction of two hours in the running time between Chicago and Denver announced a few days ago by the Burlington. General passenger agents and operating officials of the three lines are meeting in Chicago to determine what action is to be taken to meet the new competition.

The stockholders of the Mountain, Valley and Plains railroad company met at Amistad, Union county, last week and elected the following officers: Del W. Harrington, president; Ben O. Boyce, of Dalhart, Tex., vice president; Jay M. Cogan, of Canton, Ohio, treasurer; H. S. Wana-maker, of Amistad, secretary and general manager; C. J. H. Bushnell, of Benham, Union county; J. S. Holland, of Holland, Union county; M. Welmer, C. A. Macy and Ferman Wardell, of Amistad, Union county.

Fred Crisman, a Santa Fe engineer living at Arkansas City, Kas., was run over and instantly killed by his own engine at Guthrie, Okla., a few days ago. Crisman had pulled in on siding with a freight train just before the time for the arrival of northbound passenger train No. 6 and had crawled under his engine to do some work. When the passenger train pulled in it struck the rear end of Crisman's train which was not quite clear of the main line and moved it forward, the wheels of the locomotive passing over the engineer's body.

Exhaustive tests which have just been completed on the Northern Pacific lines in Montana, give the electric locomotive headlight another black eye and result in the same general conclusion which followed the recent Great Northern tests. The experts report that the tremendous shaft of white light makes the darkness outside of the light zone even more intense, and has the effect of lessening the quickness of the men to observe signals and corroborate their colors. The tests were made in the presence of general officers of

the road and members of the railway commission. Forty employees were examined with reference to the effect upon their eyesight of the brilliant beams of the electric headlight, both of oncoming trains and as seen from the engine cab. It is understood that the result of the tests will be rapid orders requiring engines in clear to blind their lights and modifications of the use of the electric headlight on all road engines.

Before another year passes one of the greatest labor movements of recent times will be inaugurated with the International Association of Machinists on the firing line. This organization will demand an eight-hour day. Its demands will be backed by 100,000 organized men, representing 800 local unions in every city in the United States, Canada and Mexico. The preliminary arrangements are to be made in Denver at the international convention of the organization, which opens in that city on September 13. Gradually the conditions will be perfected until it is seen that the time is ripe for the inauguration of the great movement and then it will be taken up in all of the large labor centers of the country. This big move is planned by James O'Connell, president of the machinists' union since 1883. He will guide the men in negotiations with the employers.

IMPORTANT MONEY ORDER CHANGE ON OCTOBER 1

On and after October 1, 1909, money orders may be drawn at any money order office in the United States for payment in Mexico. Such orders will be drawn on the domestic form, and for orders issued in this country the domestic fee will be charged.

Money orders issued in the United States will be drawn in dollars and cents, in the same manner as all other orders are drawn on the domestic form, but will be payable in Mexico in Mexican currency at the rate of two pesos for every dollar, and two centavos for every cent. Money orders for payment in Mexico must be carefully drawn on a duly authorized money order office in that country.

Money orders issued in Mexico will be drawn in Mexican currency (pesos and centavos) and will be payable in the United States at the rate of one dollar for every two pesos, one cent for every two centavos.

The amounts of such orders will be in even numbers in so far as the

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centavos are concerned, but should a money order be drawn through error for an odd amount in centavos, the paying post master will disregard the odd centavos and pay the equivalent of the even sum.

Postoffice Changes.

A special star route service will be established between Olgun and Anton Chico, San Miguel county, September 11, 1909.

Pedro Tixier was commissioned postmaster at Buesros, September 2, 1909.

Why?

From a small beginning the sale and use of Chamberlain's Cough Remedy has extended to all parts of the United States and many foreign countries. Why? Because it has proved especially valuable for coughs and colds. For sale by all dealers.

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The most delicious of all breakfast foods, TOASTED RICE FLAKES. A big package at the grocer's for 10 cents.

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The demand for that wonderful Stomach, Liver and Kidney Cure, Dr. King's New Life Pills—is astounding—all druggists say they never saw life like. Its because they never fail to cure Sour Stomach, Constipation, Indigestion, Biliousness, Jaundice, Sick Headache, Chills and Malaria. Only 25c.

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11,000
Sq. Feet of
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Unless you have been fitted with one of the latest models of

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"Glove-Fitting"
Corsets

you can have no conception of the perfection to which your figure can be moulded.

THERE is something almost indescribable about these new Models. They are designed to the very latest figure lines, with practically no waist and the long close fitting skirt over the hips, but there is also something about them that makes style and figure which cannot be described.

In Style No. 173 we have models and sizes for every figure. There is one exactly suited to you. The material is of special quality, and will retain its shape; the boning is guaranteed rust-proof, and there are four of the very best button clasp garters fitted front and sides.

Special Value \$1.50

Fall
Millinery

Some of our Fall line of Millinery has arrived. Never have the styles been more attractive. Large hats are the favorites again, although medium sizes will be much in evidence.

Don't fail to see these hats when you are in our store.

Autumn and
Winter Suits

are still arriving by every express. All of the best models are represented and the beautiful new Fall shades are especially interesting. The materials include all of the popular fabrics such as Broadcloth, Cheviots, Serges, Diagonals, Prunellas, Novelty Suitings and Homespuns.

Silk and
Wool Dresses

are extremely popular this season. Especially the Moyer-Age effects. We have just received a large line of these one-piece garments in the best colors and black. Made from Broadcloths, Flannels, Batistes and Taffeta.

Thomson's "Glove-Fitting"
Corsets.

Model 263

Price \$2.50

IS very long—it has the close-fitting extreme length skirt which is responsible for the beautiful long, flowing hip lines that are the distinctive feature of the most striking new dress models. This is the figure you desire to follow, and Model 263 is the corset you need—you will find no other so decidedly comfortable and so strictly in vogue. The material of this corset is fine batiste, and to the long soft skirt which extends several inches beyond the boning, is attached two front and two side hose supporters. The boning is guaranteed rust-proof.



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It Makes Weak Women Strong,
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It acts directly on the organs affected and is at the same time a general restorative tonic for the whole system. It cures female complaint right in the privacy of home. It makes unnecessary the disagreeable questioning, examinations and local treatment so universally insisted upon by doctors, and so abhorrent to every modest woman.

We shall not particularize here as to the symptoms of those peculiar affections incident to women, but those wanting full information as to their symptoms and means of positive cure are referred to the People's Common Sense Medical Adviser—1008 pages, newly revised and up-to-date Edition, sent free on receipt of 21 one-cent stamps to cover cost of mailing, or, in cloth binding for 31 stamps.

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